

No. 5808. — JULY 16, 1880.

MEMOS. FOR TO-MORROW

writers would desire as a rule to take no part in a question as between the worm theory and the germ theory which is a purely technical subject, but the matter of the possibility of maintaining an effective quarantine is not in any way a professional subject; it is one on which observation is the sole test of success, and therefore one on which any publicist is as well qualified to speak as a specialist. Whilst it has been for that reason that we have before written on quarantine, it is satisfactory to have the *Lancet* corroborating to the utmost all we have said as to the ineffectiveness of quarantine. The possibility of so supervising and isolating all vessels and cargoes coming from places whence they may be likely or even "possibly" bring with them deadly infection as to prevent the importation of foreign infection is a question, says the writer of the article, we refer to, as affecting not only maritime, but also inland quarantine in cases of experience; and this experience teaches us that while the doctrine of quarantine, considered theoretically, may in a certain sense, to a certain extent be right, it has hitherto been found impossible to carry that doctrine once effectively in practice. He refers to the marked failure, so prominently mentioned in every work or article dealing with this subject, of quarantine to arrest any considerable extension of infectious diseases such as plague, cholera, yella fever &c.,—so much so that in 1848 the General Board of Health of England used this failure as an argument to disprove the alleged infectious nature of these diseases—and he shows that the credit which has in many of the best known cases of epidemics and other diseases invading continents and visitation being averted, the "pass-over" has not been due to quarantine, but to other causes, more or less apparently less. In most cases the epidemic for the cessation of which quarantine apologetics claim the credit for their "system" had ceased before preventative measures they boast of were thought of or at all events before they were carried into effect. The recent plague scare and the interference with trade passenger and goods, the *Lancet* deal with unmercifully, characterizing them as "examples of epidemic lunacy." Much of the "virtue" ascribed to quarantine laws lies not in themselves but in concomitant and incidental circumstances, as any one can easily understand. Quarantine, as the common herd understand it, this writer deems as "but the perpetuation of a traditional practice which had its origin centuries ago in the dark ages of Paganism," which is fundamentally untrue notwithstanding certain modern veneerings and which is inconsistent with our present knowledge of the habits of infectious diseases." The writer places far greater confidence what has been termed "medical speculation" as contrasted with "quarantine," claiming that the one is based on observation, the other is based on simple imagination. The former system consists of the mere inspection of all persons arriving from infected places, of the removal of such as are found sick on board to their isolation, (those proved healthy being allowed to go free) and of the use of such processes of disinfection of the vessel and the articles thereon as may be deemed necessary. This is said to be equally effective as is against cholera, yellow fever or plague and it is claimed for it that "experience shows that it does all that the efficient quarantine can be hoped to do and this more effectually, without involving those grave hardships attending interruptions and vicissitudes of commerce which have and must arise from quarantine, would be well if the authorities here in neighbouring islands were these facts to heart, to advise with medical men, and to change the systems that lead to good hygiene, trade and worries thousands of lives, which has greater value to professional and public concern than a system like quarantine."

**PROPOSED RAILWAY
FROM
QUEEN'S ROAD TO THE
VIA
WANCHAI & POK-FOO-LI.**

Some interest has recently been in certain proposals to suggest constructing a railway in this Colony. A considerable amount of information has been gathered upon the subject more than one resident here. From which we print below, from the pen of Mr. K. C. Allord (who is well known professionally) given a reasonable sketch of one scheme that has been framed to meet the demand. This plan is to start the Railway at House Lane, Queen's Road (where the Town Hall stands), (located) taking a westerly direction about the distance some mile, returning to the main line at the station, where the road would branch off. The road would ascend a rising level, to a point of 200 and 800 feet, onwards to Pok (where a station is proposed), and thence to the Gap, a distance of the time. Except this water supply, for passengers and freight, this plan looks very promising. The cost has been estimated at £100,000. It is thought because of its permanent utility, and the fact that a tramway is now under construction by the Municipal Council of Yuen-yuan and of Orange, that the Government will support the plan. Besides it is the opinion of those who ought to know, that the weather here is so bad that the stationary steam engine introduced at Man-yuen-shan, to undertake traffic below a hot fire, is the cause of the ice on the subject, rigorous criticism of its details seems to us, be rather premature.

FOR AMOY AND TAIWANFOO.

 Capt. F. Asyton, will be despatched for the above

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 15, 1880. jy20

FOR SWATOW, AMOY & TAMSUI.

FOR SWATOW, AMOY & TAMSUI.
The Steamship
"Fokien,"
Captain ABBOTT, will be
despatched for the above
ports on MONDAY, the 19th Instant, a
oon.
Freight and Passage apply to

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 15, 1880. jyl

SHIPPING.

SHIPPING.
ARRIVALS.
July 14, *Rio Logo*, British brig, 241.
J. Wheatley-Walker, Newcastle (N.S.W.)
May 15, Coal.—**ORDER.**
July 15, *Yangtze*, British steamer, 28.
J. Wheatley-Walker, Newcastle (N.S.W.)
July 15, *Shanghai*, British steamer, 28.
J. Wheatley-Walker, Newcastle (N.S.W.)
July 15, *Shanghai*, British steamer, 28.
J. Wheatley-Walker, Newcastle (N.S.W.)

July 15, *Yangtze*, British steamer, 78
Schultze, Shanghai July 11, General.
STREMBSEN & Co.
July 15, *Zamboanga*, Spanish steamer
351, V. Aranguren, Saigon July 11, Rio
—KEMEDIOS & Co.
July 15, *Lee Yuen*, Chinese steamer, from

REMEDIOS & CO.
July 15, *Lee Yuen*, Chinese steamer, from
Canton.
July 15, *Peiho*, German barque, from
Whampoa.
July 15, *Diamante*, British steamer, 5
R. Cullen, Amoy July 13, General

July 15, *Diamante*, British steamer, 5
R. Cullen, Amoy July 13, General
RUSSELL & Co.

DEPARTURES.

July 14, H. M. S. *Kestrel*, for Singapore.
14, H. M. S. *Foxhound*, for Yokohama.
15, *Edmond Gressier*, for Chefoo.

July 14, H. M. S. *Kestrel*, for Singapore.
14, H. M. S. *Foxhound*, for Yokohama.
15, *Edmond Greissier*, for Chefoo.
15, *Cyclops*, for Amoy.
15, *Figaro*, for Manila.
15, *Consolation*, for Bangkok.
15, *Gordon Castle*, for Shanghai.
15, *Yangtze*, for Canton.

10, *Consolation*, for Shanghai.
15, *Gordon Castle*, for Shanghai.
15, *Yangtze*, for Canton.
15, *Ningpo*, for Shanghai.
15, *Douglas*, for Coast Ports.
15, *Hao-shin*, for Shanghai.
15, *Helena*, for Takao.

CLEARED.

16, *Helena*, for Takao.
CLEARED.
Strathmore, for New York.
Commodore Dupont, for Singapore.
Melbrek for Manila.
Hattie N. Bangs, for Nagasaki.

Melbrek for Manila.
Hattie N. Bangs, for Nagasaki.

PASSENGERS.
ARRIVED.

Per Rio Lopez, from Newcastle,
Wheatley-Walker.
Per Yangtze, from Shanghai, 2

Wheatley-Walker, 2
Per Yangtze, from Shanghai, 2
feans, and 14 Chinese.
Per Zamboanga, from Saigon, 74 Chinese.
Per Diamante, from Amoy, 40 Chinese.

DEPARTED.
Per Douglas, for Swatow, Mr H.

DEPARTED.

Per *Douglas*, for Swatow, Mr H. Waite.

Per *Hae-shin*, for Shanghai, 20 Chinese.

Per *Consolation*, for Bangkok, 61 Chinese.

Per *Ningpo*, for Shanghai, 50 Chinese.

Per Ningpo, for Shanghai, 50 Chinese.

SHIPPING REPORTS

The British brig *Rio Lige* re-
Fine Easterly weather—very light
entire trip.

The British steamer *Yangtze* re-

6 Fine Easterly weather—very light
entire trip.
The British steamer *Yangtze* re-
left Shanghai Lightship on 11th
4.30 a.m., had light S.W. winds and
weather throughout. Arrived here
at 7.30 a.m.
The Spanish steamer *Zamboanga* re-

The British steamer *Diamond* r
light variable winds and fine v
at anchor.

The British steamer *Diamond* re
light variable winds and fine v
throughout.

CARGOES.
Per S. S. *Breconshire*, sailed for L
14th July:—9,162 boxes Congo (5
lbs.) 894 half-chests Congo (57,24

Per S. S. Breconshire, sailed for London
14th July:—9,162 boxes Congo (57,244
lbs.), 894 half-gheats Congo (57,244
lbs.), 3,179 boxes Scented Capr (60,756
lbs.), 3,288 boxes Scented Orange Pekoe
lbs.), and 231 pkgs. Sorts (5,935 lbs.).
16,754 packages Tea (882,974 lbs.).
cases Curios.

Per Ancona, sailed 12th July—
don : from Canton and Macao, 14,70
1,400 half-chests and 100 page. T
taining 188,340 lbs. Congou, 173,
Scented Caper, and 41,391 lbs.
Orange Pekoe—total 403,128 lbs. T

taining 188,340 lbs. Congou, 179,
Scented Caper, and 41,391 lbs.
Orange Pekoe—total 403,128 lbs. Te
Canton, 401 bales Waste Silk, and
Silk Goods; from Amoy, 230 bo
(particulars unknown); from Shang
boxes, 5,571 half-chests, 281 chests
ners, Tea (particulars unknown), 7

(particulars unknown); from Shanghai, 1,368 bales, 0.571 half-chests, 281 chests, 100 pkgs., Tea (particulars unknown), 1 bale; Raw Silk, and 91 bales Waste Silk; from Yokohama, 21 bales Raw Silk; from Canton, 86 bales Raw Silk, 65 bales Waste Silk, and 19 cases of Goods; from Shanghai, 1,368 bales Waste Silk, 1 chest, 100 pkgs., Tea (particulars unknown), and 1 bale Raw Silk.

65 bales Waste Silk, and 19 ca
Goods; from Shanghai, 1,368 b
Tea (particulars unknown), and 3
Raw Silk; from Yokohama, 116 b
Silk.

POST OFFICE NOTICE

168 (particulars mentioned)
Raw Silk; from Yokohama, 116 b
Silk.

POST OFFICE NOTICE
MAILS will close:—
For SHANGHAI.—

POST OFFICE NOTICE
MAILS will close:—
For **SHANGHAI**.—
"Loe Yuen" at 1:30 p.m. To
the 16th inst.
For **HONOLULU** via **CANTON**

For SHANGHAI.—
By "Loe Yuen," at 1:30 p.m. To
the 16th inst.
For HONOLULU via CANTON
Per *Hochung*, at 5 p.m. To-mo
16th inst.

the 16th inst.
For HONOLULU via CANTON
Per Hochung, at 5 p.m. To-mor-
16th inst.
For MANILA.—
Per Eleano, at 1:30 p.m., on F
16th inst.
Per Hwang, at 2:30 p.m., on

1920
For **BLANCO** at 1.30 p.m., on the 16th inst.
For **DIAMANTE**, at 2.30 p.m., on the 17th inst.
For **STRAITS SETTLEMENTS LONDON**—
For **Glenniflas**, at 2.30 p.m., on the 17th inst.

nor
for
s or
bring
W.

807 SINGAPORE
LONDON.—
Per *Glenfinlas*, at 2.30 p.m., on
the 19th inst.
For SWATOW, AMOY, AND TAI
Per *Fokien*, at noon, on Mo
19th inst.
For AMOY AND TAIWANEFOO

Per Fokien, at noon, on M
19th inst.

For AMOY AND TAIWANEEO
Per A/bay, at 5 p.m., on M
19th inst.

For STRAITS SETTLEMENT
Per Seramp, at 2 p.m., on M
19th inst.

19th inst.
P. r Venice, at 3.30 p.m., on
the 20th inst.
For JAPAN via KOBE.—
Per *Nagata Maru*, at 5 p.m.,
the 23rd inst.
MA 179 at THE BRANCH OFFICE

MAILS BY THE PENANG PAQUE
Taylor. The French Contract P
will be despatched on
the 10th July, with Ma
through the United Ki
Europe, via Naples, to Sal
Settlements, Batavia, Burm
the Australian Colonies. &

A. G. The neighbouring will be observe
the Mails, &c.

[illegible]

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *China Review*, or *Notes and Queries* on the Far East, is issued at intervals of two months, each number containing about 60 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a resume of each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous *Notes & Queries*), as are also those queries which, though asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the *Queries* proper as brief and as much to the point as possible.

The *China Review* for July and August, 1879, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned and enterprising *Reviews*. It is a sixty-paged, bi-monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the *Review*. Address *China Review*, Hongkong.—*Northern Chinese Advertiser* (U.S.).

Traveller's Oriental Review contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as an independent journal of *Notes and Queries* on China and Japan, the extinction of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign community services, the Chinese Customs' corps, and the missionary body among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. In a paper on Dr. Legge's *She King*, by the Rev. E. J. Eitel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. R. C. Brown, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to find that the derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and useful footing.

The projectors, basing their estimates upon the most reliable information from the various Presses in China and Japan, from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 5,000 and 4,000 copies. The advantages offered to advertisers are therefore mutually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by active efforts, but progressive and anti-obstructive in tone—is almost limitless. On the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like *Edinburgh* and *Contemporary* with *London*, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,
China Mail Office.

FREDERIC ALGAR,
COLONIAL NEWSPAPER & COMMIS-
SION AGENT,
11, Clement's Lane, Lombard Street,
LONDON.

THE *China Press* supplied with News-
papers, Books, Types, Ink, Presses,
Furniture, Correspondence, Letters, and any
European Goods on London terms.

NOTICE TO SHIPPERS.
Colonial Newspapers received at the office
are regularly filed for the inspection of
Advertisers and the Public.

Visitors' Column.

We have instituted as an experiment a *Visitors' Column*, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a *SELECT HOTEL AND BUSINESS DIRECTORY*, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.
City Hall, Library (8,000 volumes) and Museum.—Free.
Public Gardens, a beautifully picturesque retreat and of great interest.
The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.
General Post Office, Hongkong City, within a stone's throw.
Lusitania Club and Library, Shelley St.
Government Offices, the Secretariat, &c., near the Public Gardens.
St. John's Cathedral (Anglican), above the Parade Ground.
Roman Catholic Cathedral, Wellington Street.
Union Church, Elgin Street.
St. Peter's Seamen's Church, West Point.
St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.
Temperance Hall, specially adapted for sea-faring men, Queen's Road East.
Sailors' Home, West Point.
E. & A. China Telegraph Co., at the Great Northern Telegraph Co., Marine House, Queen's Road.
Masonic Hall, Zealand Street.
Victoria Recreation Club—Bath-house and Boat-house, &c.—Praya, beyond the Cricket Ground, beside the City Hall.
The Barracks and Naval and Military Store Departments lie to the eastward, and cover a large area.

Hotels.

Stag Hotel, good accommodation for visitors at moderate rates, 110, Queen's Road Central.—J. Cook, Proprietor.

Stores, Books, &c.

Publishers of the Largest Collection of Views of the Empire, and general Illustrations of the Chinese.—ARON'S PHOTOGRAPHIC STUDIO, 8, Queen's Road.

General Outfitter, Hosier, Tailor, &c.—T. N. DUNLOP, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & CO., Queen's Road Central.

Travelling Requisites of all kinds, Books, &c.—LANE, CRAWFORD & CO., American and English Stores, Books, and specially selected Cigars.—MAC- EWEN, FRICKEL & CO.

American Newspapers and cheap Reports, &c., choice Tobacco and Cigars.—MOORE'S VARIETY STORE, 42, Queen's Road.

Watches, Jewellery, Charts, Binoculars, Optical Instruments, Mordant's Penicillaries, &c.—JOHN NOBLE, agent for Negretti & Zamboni.

Chairs, Kifles, Pistols, Ammunition, and Sporting Requisites of all descriptions.—W. SCHMIDT & CO., Gun-makers, Eastern House of Beaconsfield Arcade.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS, CHAIR DRIVERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pullaway Cabs.
Half hour, 10 cts. Hour, 20 cts.
Three hours, 50 cts. Six hours, 70 cts.
Day (from 6 to 6), One Dollar.

To VICTORIA PEAK.
Single Trip.
Four Coaches, \$1.00
Three Coaches, 0.85
Two Coaches, 0.70

Return (direct or by Pok-fo-lum).
Four Coaches, \$1.50
Three Coaches, 1.20
Two Coaches, 1.00

To VICTORIA GAY (TO LEVEL OF UMBRELLA ST.).
Single Trip.
Four Coaches, \$0.60
Three Coaches, 0.50
Two Coaches, 0.40

Return (direct or by Pok-fo-lum).
Four Coaches, \$1.00
Three Coaches, 0.85
Two Coaches, 0.70

The Return Fare embraces a trip of not more than three hours.
For every hour or part of an hour above three hours, each Coach will be entitled to an additional payment of 5 cents.
Day Trip (Return) \$0.75 each Coach.
(12 hours) 1.00, 1.20, 1.50, 2.00, 2.50, 3.00, 3.50, 4.00, 4.50, 5.00, 5.50, 6.00, 6.50, 7.00, 7.50, 8.00, 8.50, 9.00, 9.50, 10.00, 10.50, 11.00, 11.50, 12.00, 12.50, 13.00, 13.50, 14.00, 14.50, 15.00, 15.50, 16.00, 16.50, 17.00, 17.50, 18.00, 18.50, 19.00, 19.50, 20.00, 20.50, 21.00, 21.50, 22.00, 22.50, 23.00, 23.50, 24.00, 24.50, 25.00, 25.50, 26.00, 26.50, 27.00, 27.50, 28.00, 28.50, 29.00, 29.50, 30.00, 30.50, 31.00, 31.50, 32.00, 32.50, 33.00, 33.50, 34.00, 34.50, 35.00, 35.50, 36.00, 36.50, 37.00, 37.50, 38.00, 38.50, 39.00, 39.50, 40.00, 40.50, 41.00, 41.50, 42.00, 42.50, 43.00, 43.50, 44.00, 44.50, 45.00, 45.50, 46.00, 46.50, 47.00, 47.50, 48.00, 48.50, 49.00, 49.50, 50.00, 50.50, 51.00, 51.50, 52.00, 52.50, 53.00, 53.50, 54.00, 54.50, 55.00, 55.50, 56.00, 56.50, 57.00, 57.50, 58.00, 58.50, 59.00, 59.50, 60.00, 60.50, 61.00, 61.50, 62.00, 62.50, 63.00, 63.50, 64.00, 64.50, 65.00, 65.50, 66.00, 66.50, 67.00, 67.50, 68.00, 68.50, 69.00, 69.50, 70.00, 70.50, 71.00, 71.50, 72.00, 72.50, 73.00, 73.50, 74.00, 74.50, 75.00, 75.50, 76.00, 76.50, 77.00, 77.50, 78.00, 78.50, 79.00, 79.50, 80.00, 80.50, 81.00, 81.50, 82.00, 82.50, 83.00, 83.50, 84.00, 84.50, 85.00, 85.50, 86.00, 86.50, 87.00, 87.50, 88.00, 88.50, 89.00, 89.50, 90.00, 90.50, 91.00, 91.50, 92.00, 92.50, 93.00, 93.50, 94.00, 94.50, 95.00, 95.50, 96.00, 96.50, 97.00, 97.50, 98.00, 98.50, 99.00, 99.50, 100.00, 100.50, 101.00, 101.50, 102.00, 102.50, 103.00, 103.50, 104.00, 104.50, 105.00, 105.50, 106.00, 106.50, 107.00, 107.50, 108.00, 108.50, 109.00, 109.50, 110.00, 110.50, 111.00, 111.50, 112.00, 112.50, 113.00, 113.50, 114.00, 114.50, 115.00, 115.50, 116.00, 116.50, 117.00, 117.50, 118.00, 118.50, 119.00, 119.50, 120.00, 120.50, 121.00, 121.50, 122.00, 122.50, 123.00, 123.50, 124.00, 124.50, 125.00, 125.50, 126.00, 126.50, 127.00, 127.50, 128.00, 128.50, 129.00, 129.50, 130.00, 130.50, 131.00, 131.50, 132.00, 132.50, 133.00, 133.50, 134.00, 134.50, 135.00, 135.50, 136.00, 136.50, 137.00, 137.50, 138.00, 138.50, 139.00, 139.50, 140.00, 140.50, 141.00, 141.50, 142.00, 142.50, 143.00, 143.50, 144.00, 144.50, 145.00, 145.50, 146.00, 146.50, 147.00, 147.50, 148.00, 148.50, 149.00, 149.50, 150.00, 150.50, 151.00, 151.50, 152.00, 152.50, 153.00, 153.50, 154.00, 154.50, 155.00, 155.50, 156.00, 156.50, 157.00, 157.50, 158.00, 158.50, 159.00, 159.50, 160.00, 160.50, 161.00, 161.50, 162.00, 162.50, 163.00, 163.50, 164.00, 164.50, 165.00, 165.50, 166.00, 166.50, 167.00, 167.50, 168.00, 168.50, 169.00, 169.50, 170.00, 170.50, 171.00, 171.50, 172.00, 172.50, 173.00, 173.50, 174.00, 174.50, 175.00, 175.50, 176.00, 176.50, 177.00, 177.50, 178.00, 178.50, 179.00, 179.50, 180.00, 180.50, 181.00, 181.50, 182.00, 182.50, 183.00, 183.50, 184.00, 184.50, 185.00, 185.50, 186.00, 186.50, 187.00, 187.50, 188.00, 188.50, 189.00, 189.50, 190.00, 190.50, 191.00, 191.50, 192.00, 192.50, 193.00, 193.50, 194.00, 194.50, 195.00, 195.50, 196.00, 196.50, 197.00, 197.50, 198.00, 198.50, 199.00, 199.50, 200.00, 200.50, 201.00, 201.50, 202.00, 202.50, 203.00, 203.50, 204.00, 204.50, 205.00, 205.50, 206.00, 206.50, 207.00, 207.50, 208.00, 208.50, 209.00, 209.50, 210.00, 210.50, 211.00, 211.50, 212.00, 212.50, 213.00, 213.50, 214.00, 214.50, 215.00, 215.50, 216.00, 216.50, 217.00, 217.50, 218.00, 218.50, 219.00, 219.50, 220.00, 220.50, 221.00, 221.50, 222.00, 222.50, 223.00, 223.50, 224.00, 224.50, 225.00, 225.50, 226.00, 226.50, 227.00, 227.50, 228.00, 228.50, 229.00, 229.50, 230.00, 230.50, 231.00, 231.50, 232.00, 232.50, 233.00, 233.50, 234.00, 234.50, 235.00, 235.50, 236.00, 236.50, 237.00, 237.50, 238.00, 238.50, 239.00, 239.50, 240.00, 240.50, 241.00, 241.50, 242.00, 242.50, 243.00, 243.50, 244.00, 244.50, 245.00, 245.50, 246.00, 246.50, 247.00, 247.50, 248.00, 248.50, 249.00, 249.50, 250.00, 250.50, 251.00, 251.50, 252.00, 252.50, 253.00, 253.50, 254.00, 254.50, 255.00, 255.50, 256.00, 256.50, 257.00, 257.50, 258.00, 258.50, 259.00, 259.50, 260.00, 260.50, 261.00, 261.50, 262.00, 262.50, 263.00, 263.50, 264.00, 264.50, 265.00, 265.50, 266.00, 266.50, 267.00, 267.50, 268.00, 268.50, 269.00, 269.50, 270.00, 270.50, 271.00, 271.50, 272.00, 272.50, 273.00, 273.50, 274.00, 274.50, 275.00, 275.50, 276.00, 276.50, 277.00, 277.50, 278.00, 278.50, 279.00, 279.50, 280.00, 280.50, 281.00, 281.50, 282.00, 282.50, 283.00, 283.50, 284.00, 284.50, 285.00, 285.50, 286.00, 286.50, 287.00, 287.50, 288.00, 288.50, 289.00, 289.50, 290.00, 290.50, 291.00, 291.50, 292.00, 292.50, 293.00, 293.50, 294.00, 294.50, 295.00, 295.50, 296.00, 296.50, 297.00, 297.50, 298.00, 298.50, 299.00, 299.50, 300.00, 300.50, 301.00, 301.50, 302.00, 302.50, 303.00, 303.50, 304.00, 304.50, 305.00, 305.50, 306.00, 306.50, 307.00, 307.50, 308.00, 308.50, 309.00, 309.50, 310.00, 310.50, 311.00, 311.50, 312.00, 312.50, 313.00, 313.50, 314.00, 314.50, 315.00, 315.50, 316.00, 316.50, 317.00, 317.50, 318.00, 318.50, 319.00, 319.50, 320.00, 320.50, 321.00, 321.50, 322.00, 322.50, 323.00, 323.50, 324.00, 324.50, 325.00, 325.50, 326.00, 326.50, 327.00, 327.50, 328.00, 328.50, 329.00, 329.50, 330.00, 330.50, 331.00, 331.50, 332.00, 332.50, 333.00, 333.50, 334.00, 334.50, 335.00, 335.50, 336.00, 336.50, 337.00, 337.50, 338.00, 338.50, 339.00, 339.50, 340.00, 340.50, 341.00, 341.50, 342.00, 342.50, 343.00, 343.50, 344.00, 344.50, 345.00, 345.50, 346.00, 346.50, 347.00, 347.50, 348.00, 348.50, 349.00, 349.50, 350.00, 350.50, 351.00, 351.50, 352.00, 352.50, 353.00, 353.50, 354.00, 354.50, 355.00, 355.50, 356.00, 356.50, 357.00, 357.50, 358.00, 358.50, 359.00, 359.50, 360.00, 360.50, 361.00, 361.50, 362.00, 362.50, 363.00, 363.50, 364.00, 364.50, 365.00, 365.50, 366.00, 366.50, 367.00, 367.50, 368.00, 368.50, 369.00, 369.50, 370.00, 370.50, 371.00, 371.50, 372.00, 372.50, 373.00, 373.50, 374.00, 374.50, 375.00, 375.50, 376.00, 376.50, 377.00, 377.50, 378.00, 378.50, 379.00, 379.50, 380.00, 380.50, 381.00, 381.50, 382.00, 382.50, 383.00, 383.50, 384.00, 384.50, 385.00, 385.50, 386.00, 386.50, 387.00, 387.50, 388.00, 388.50, 389.00, 389.50, 390.00, 390.50, 391.00, 391.50, 392.00, 392.50, 393.00, 393.50, 394.00, 394.50, 395.00, 395.50, 396.00, 396.50, 397.00, 397.50, 398.00, 398.50, 399.00, 399.50, 400.00, 400.50, 401.00, 401.50, 402.00, 402.50, 403.00, 403.50, 404.00, 404.50, 405.00, 405.50, 406.00, 406.50, 407.00, 407.50, 408.00, 408.50, 409.00, 409.50, 410.00, 410.50, 411.00, 411.50, 412.00, 412.50, 413.00, 413.50, 414.00, 414.50, 415.00, 415.50, 416.00, 416.50, 417.00, 417.50, 418.00, 418.50, 419.00, 419.50, 420.00, 420.50, 421.00, 421.50, 422.00, 422.50, 423.00, 423.50, 424.00, 424.50, 425.00, 425.50, 426.00, 426.50, 427.00, 427.50, 428.00, 428.50, 429.00, 429.50, 430.00, 430.50, 431.00, 431.50, 432.00, 432.50, 433.00, 433.50, 434.00, 434.50, 435.00, 435.50, 436.00, 436.50, 437.00, 437.50, 438.00, 438.50, 439.00, 439.50, 440.00, 440.50, 441.00, 441.50, 442.00, 442.50, 443.00, 443.50, 444.00, 444.50, 445.00, 445.50, 446.00, 446.50, 447.00, 447.50, 448.00, 448.50, 449.00, 449.50, 450.00, 450.50, 451.00, 451.50, 452.00, 452.50, 453.00, 453.50, 454.00, 454.50, 455.00, 455.50, 456.00, 456.50, 457.00, 457.50, 458.00, 458.50, 459.00, 459.50, 460.00, 460.50, 461.00, 461.50, 462.00, 462.50, 463.00, 463.50, 464.00, 464.50, 465.00, 465.50, 466.00, 466.50, 467.00, 467.50, 468.00, 468.50, 469.00, 469.50, 470.00, 470.50, 471.00, 471.50, 472.00, 472.50, 473.00, 473.50, 474.00, 474.50, 475.00, 475.50, 476.00, 476.50, 477.00, 477.50, 478.00, 478.50, 479.00, 479.50, 480.00, 480.50, 481.00, 481.50, 482.00, 482.50, 483.00, 483.50, 484.00, 484.50, 485.00, 485.50, 486.00, 486.50, 487.00, 487.50, 488.00, 488.50, 489.00, 489.50, 490.00, 490.50, 491.00, 491.50, 492.00, 492.50, 493.00, 493.50, 494.00, 494.50, 495.00, 495.50, 496.00, 496.50, 497.00, 497.50, 498.00, 498.50, 499.00, 499.50, 500.00, 500.50, 501.00, 501.50, 502.00, 502.50, 503.00, 503.50, 504.00, 504.50, 505.00, 505.50, 506.00, 506.50, 507.00, 507.50, 508.00, 508.50, 509.00, 509.50, 510.00, 510.50, 511.00, 511.50, 512.00, 512.50, 513.00, 513.50, 514.00, 514.50, 515.00, 515.50, 516.00, 516.50, 517.00, 517.50, 518.00, 518.50, 519.00, 519.50, 520.00, 520.50, 521.00, 521.50, 522.00, 522.50, 523.00, 523.50, 524.00, 524.50, 525.00, 525.50, 526.00, 526.50, 527.00, 527.50, 528.00, 528.50, 529.00, 529.50, 530.00, 530.50, 531.00, 531.50, 532.00, 532.50, 533.00, 533.50, 534.00, 534.50, 535.00, 535.50, 536.00, 536.50, 537.00, 537.50, 538.00, 538.50, 539.00, 539.50, 540.00, 540.50, 541.00, 541.50, 542.00, 542.50, 543.00, 543.50, 544.00, 544.50, 545.00, 545.50, 546.00, 546.50, 547.00, 547.50, 548.00, 548.50,